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SEVENTH
ANNUAL REPORT

OF THE

BOARD OF MANAGERS

OF THE

LEHIGH VALLEY RAIL-ROAD COMPANY.

JANUARY 12, 1863.

MAUCH CHUNK:
TOLAN & HIBBS, PRINTERS.

1863.



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SEVENTH ANNUAL REPORT

• OF THE

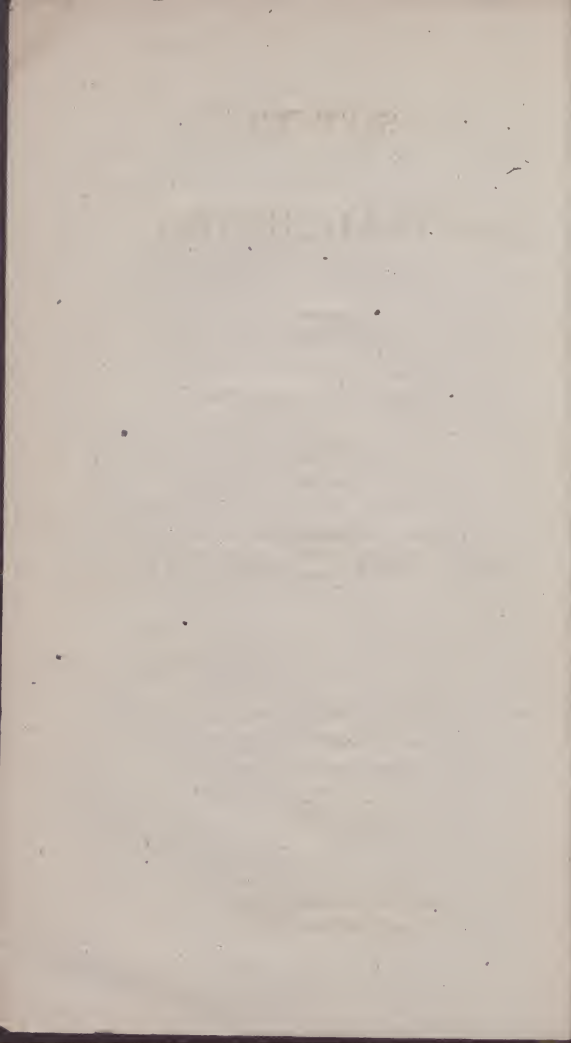
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OFFICERS AND MANAGERS
OF THE
LEHIGH VALLEY RAIL ROAD COMPANY,
FOR 1863.

PRESIDENT,
ASA PACKER.

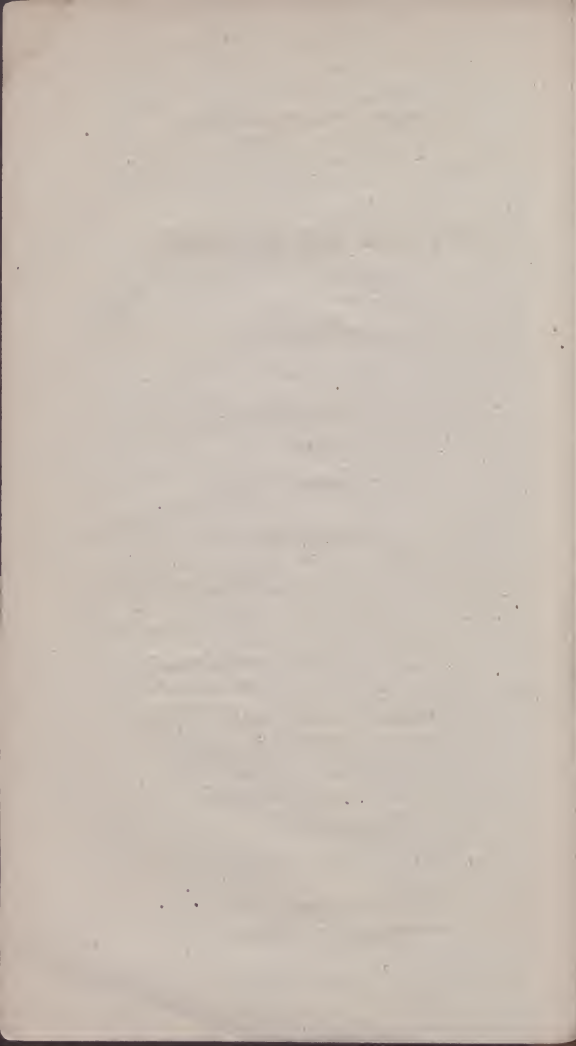
MANAGERS,

R. F. STOCKTON.
E. A. PACKER.
JOHN N. HUTCHINSON,
JOSIAH O. STEARNS,
ROBERT A. PACKER,
EDWARD H. TROTTER.

JOHN TAYLOR JOHNSTON,
J. G. FELL,
W. H. GATZMER,
ASHBEL WELCH,
JOHN KNECHT,
DAVID THOMAS.

SECRETARY AND TREASURER,
WM. H. ELY.

ENGINEER AND SUPERINTENDENT,
ROBERT H. SAYRE.



SEVENTH ANNUAL REPORT

OF THE

BOARD OF MANAGERS

OF THE

Lehigh Valley Rail-road Company.

The Managers of the Lehigh Valley Rail-Road Company present to the Stockholders the following Report, for the year ending November 29th, 1862.

The amount of Coal transported over the road was 882,574 Tons, and was distributed as follows :

	1862.	1861.
To the Central Rail Road of New Jersey,	306,824 Tons.	260,393 Tons.
“ Belvidere Delaware Rail Road....	125,503	“ 146,622 “
“ North Pennsylvania Rail Road ...	103,947	“ 98,389 “
“ Morris Canal.....	43,296	“ 1,271 “
“ Delaware Canal	29,605	“
“ East Pennsylvania Rail Road.....	6,667	“ 10,622 “
“ Catasauqua and Fogelsville R. R. .	2,257	“ 4,290 “
“ Ironton Rail Road.....	1,214	“ 1,141 “
Delivered on line of the Road.....	263,261	“ 220,944 “
Total.....	882,574	“ 743,672 “

Equal to 747,930 tons transported 'over the whole length of the road.

During the same period there were transported 193,246 passengers, equal to 61,152 over the whole length of the road.

The miscellaneous freight, which includes Pig Iron, Lime Stone, Lumber, Live Stock, Merchandise, &c., show a very decided and satisfactory increase, and amounts to about 420,000 tons.

The following is a statement of the ordinary receipts and expenditures :

RECEIPTS.

From Coal Transportation	\$630,624 90
“ Passengers, Express and Mail Transportation.....	89,470 27
“ Freight Transportation	135,959 36
	<u>\$856,054 53</u>

EXPENDITURES.

For Coal Transportation	\$295,724 22
“ Passenger Express and Mail Transp'n ..	48,192 76
“ Freight Transportation.....	63,635 84
	<u>\$407,552 82</u>
Balance, nett earnings.....	\$448,501 71
Balance to credit of profit and loss acc't., Nov. 30, 1861,	176,324 99
	<u>\$624,826 70</u>

Against which has been charged :

Dividend paid May 1, 1862, four per cent on Capital Stock, \$2,297,250 00	\$91,890 00
Dividend paid Nov. 1, 1862, four per cent. on Capital Stock, \$2,297,250 00.....	91,890 00
Six per cent. on \$1,465,000 Bonds.....	87,900 00
Taxes	1,533 50
	<u>\$273,213 50</u>
Leaving a balance of profits Nov. 29, 1862, of.....	\$351,613 20

Against which is to be charged as a renewal fund depreciation in rolling stock, and unfinished repairs of damages by freshet, &c.

Compared with last year, the

Receipts from Coal show an increase of	\$130,746 98
" " Passengers	7,352 31
" " Freight	38,463 91
Increase in Receipts,.....	\$176,563 20, or 25.9 per cent.
Increase in Expenses	86,415 17, or 26.8 per cent.
Increase in Nett Receipts	90,148 03, or 25.1 per cent.

Included in the ordinary expenses, as above stated, are the following items :

Damages by high water (as far as paid)	\$55,392 66
Rail Road Iron.....	65,993 54
Cross-ties, Chairs and Spikes.....	13,174 06
New Bridges.....	8,719 79
Sundry Claims and Damages by fire	1,990 47
	<hr/> \$145,270 52

During the year there has been charged :

To Construction.....	\$34,104 20
To Car Account.....	66,040 05
To Real Estate	2,715 68
To Locomotives	68,386 65

The condensed balance sheet, herewith submitted, shows the financial condition of the Company.

There was laid during the year 3.42 miles of second track, and 1.34 miles of sidings. A portion of this was carried away by the freshet, but most of it has been relaid, and there is now in use 20.1 miles of second track, and 7.5 miles of sidings. There is 9.8 miles of second track graded and ready for the track.

On the night of the 4th, and morning of the 5th, of June, there occurred the most destructive freshet ever known in the Lehigh Valley. Our road suffered very considerable injuries, and coal shipments were suspended until the 8th of July.

The superstructure and masonry of the bridges across the canal and river, near Mauch Chunk, and the superstructure of the Mahoning Creek Bridge, were swept away; the bridge across the public road near Hockendauqua was removed from its foundation; the bridge across the street below Allentown station was displaced; the iron bridge across the Little Lehigh was raised up by the accumulation of drift-wood under it, and some of the parts displaced.

One of the piers of the bridge over the Delaware was seriously injured. Three and one-quarter miles of the embankment of main-track were very much washed, and a large portion of it entirely gone; about two miles more of it so injured as to need repairs to make it safe for business.

Over five miles of the main-track was moved from its bed; some of it turned upside down and covered with gravel; other portions of it carried into the river, the iron bent and broken, and some of it entirely lost. 4.3 miles of second-track embankment was washed away, and nearly one and a-half miles of track was moved from its bed, and portions of it lost.

The water had so far receded on the morning of the 6th as to enable us to commence repairs, which were prosecuted with vigor.

Our passenger trains were run from Easton to Allentown on the evening of the 7th; to Laury's on the

morning of the 10th; to Slatington on the morning of the 12th; to the bridge below Mauch Chunk on the evening of the 18th; and to Mauch Chunk station on the evening of July 3d.

The repairs of the Beaver Meadow Road not being finished, the coal business was not resumed until the 8th, between which time and November 29th, there were 500,647 tons of coal transported over the road.

The masonry for the canal and river bridge is nearly completed, and an iron superstructure is in course of construction.

A stone arch of eight and a-half feet span over Beaver Run, and a stone viaduct of three spans of twenty-two feet each, have been built over Lizard Creek; a double track timber bridge, of sixty-two feet span, for the Mahoning Creek, is framed and ready to be put up.

At Slatington a new passenger and freight house, and a double track wooden bridge of eighty-two feet span are nearly completed.

Most of the work has been done upon two spans, of sixty-two feet each, of iron bridge, to replace the wooden structure at Freemansburg; 324 feet lineal of double track trestling, at Easton Depot, has been renewed.

New arches have been put upon the span of bridge over the Delaware canal, and the pier which was injured thoroughly repaired.

The track is now in good order, though not quite

so permanent and smooth as it was previous to the freshet.

Efforts were made to increase our motive power and cars to meet the requirements of the trade, but were not entirely successful. 72,254 tons of coal from the Lehigh region passed over the Reading Rail-road, via Quakake, in consequence of our incapacity to meet the sudden demand made upon us in consequence of the destruction of the canal.

Six first-class freight and two passenger engines were put on the road during the year, and two more first-class freight engines have been ordered from Wm. Mason & Co., to be delivered in April next.

There have been built at our shops—

110	eight wheel iron truck	Coal cars.
12	“ “ “	Flat cars.
6	four “ “	Coal cars.
and 16	eight “ “	Coal cars purchased.

There were about fifteen coal cars lost by the freshet, and some twenty more badly damaged.

The iron works on the line of our road are prospering, and now bid fair to give us a large increase of tonnage next year.

The work of extending the Quakake Rail-road into the Mahanoy coal basin, has progressed favorably, and it is expected to open the Road as far as Mahanoy City, in the Spring, when we may expect an addition to our coal tonnage from that region.

The Penn Haven and White Haven Rail-road was put under contract last July, and has been pushed as vigorously as the scarcity of labor would admit.— Fully one-fourth of the work is now done, and it is expected to open the line for business, through to Wyoming Valley, next fall.

It is expected that the Schuylkill Haven and Lehigh River Rail-road will be completed within the year 1863. This, with the great desire of the Schuylkill coal operators to reach New York waters by a continuous rail route throughout the year, will without doubt, induce a large coal tonnage.

In view of these improvements the double tracking of our road becomes a necessity, and we have taken such measures as will secure its completion within the next year.

It remains for us to say that the Company are much indebted to their various officers for the faithful and diligent discharge of their duties.

By order of the Board.

ASA PACKER, PRESIDENT.

Mauch Chunk, Pa., }
 January 12, 1863. }

DR.

CONDENSED BALANCE SHEET—NOVEMBER 29th, 1862.

CR.

Capital Stock.....	\$2,227,250 00	Rail-road	\$2,958,077 35
Bonds.....	1,465,000 00	Locomotives	250,890 42
Balance to the credit of interest and } transportation accounts.....	448,501 71	Rail-road Cars.....	425,207 74
Coupons overdue	5,421 30	Passenger Cars	12,692 00
Dividends overdue.....	11,346 00	Construction	422,543 70
Scrap Stock	55,985 00	Tamaqua Extension.....	1,189 80
Debts due by the Company	40,381 58	Real Estate	12,468 18
		Machine Shop.....	16,752 31
		Telegraph Line.....	3,735 86
		Profit and Loss Account.....	96,888 51
		Quakake Rail-road.....	11,888 29
		Cash	42,827 53
		Penn Haven and White Haven R. R. Co..	24,829 60
		Penn Haven and White Haven R. R. Stock	150 00
		Debts due the Company	43,744 30
	\$4,323,885 59		\$4,323,885 59

WM. H. ELY, *Treasurer.*





LEHIGH UNIVERSITY
BETHLEHEM, PA.

None published ⁱⁿ for 1864.

for 1863. but 31 Nov 63 p 77 for 63

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None see, therefore missing.

